



**2018 Comprehensive Plan Docket - Attachment B - Kellogg Application
City of Shoreline**

Planning & Community Development
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**COMPREHENSIVE PLAN
GENERAL AMENDMENT
APPLICATION**

Amendment proposals may be submitted at any time, however if it is not submitted prior to the deadline for consideration during that annual amendment cycle, ending on December 1st, the amendment proposal will not be considered until the next annual amendment cycle.

Please attach additional pages to this form, as needed.

Contact Information - If the proposal is from a group, please provide a contact name.

Applicant Name Debbie Kellogg

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Proposed General Amendment - This can be either conceptual: a thought or idea; or specific changes to wording in the Comprehensive Plan, but please be as specific as possible so that your proposal can be adequately considered. If specific wording changes are proposed please use underline to indicate proposed additions and ~~strikethrough~~ to indicate proposed deletions. **Please note that each proposed amendment requires a separate application.**

See attached narrative and maps



Reference Element of the Shoreline Comprehensive Plan (required) and page number (if applicable) - (e.g. Land Use, Transportation, Capital Facilities, Housing, etc.)

See attached narrative and maps

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Support for the Amendment - Explain the need for the amendment. Why is it being proposed? How does the amendment address changing circumstances or values in Shoreline? Describe how the amendment is consistent with the current Shoreline Comprehensive Plan, if inconsistent, explain why. How will this amendment benefit the citizens of Shoreline? Include any data, research, or reasonings that supports the proposed amendment. (A copy of the Shoreline Comprehensive Plan is available for use at the Planning & Community Development department, Shoreline Neighborhood Police Centers, and the Shoreline and Richmond Beach libraries).
See attached narrative and maps

Signature - An amendment application can not be accepted unless the signature block below has been completed. The applicant certifies that all of the aforementioned statements in this application, any exhibits and/or maps transmitted herewith are true and the applicant acknowledges that any amendment granted based on this application may be revoked if any such statement is false.

Application Signature Debra L. Kellogg Date 12/1/2017

PROPOSED AMENDMENTS WITHOUT THE REQUIRED APPLICATION INFORMATION MAY BE REJECTED OR RETURNED FOR ADDITIONAL INFORMATION.

PROPOSAL:

SMC 20.30.320 provides that a rezone may be approved if it meets the following criteria:

- 1) The rezone is consistent with the Comprehensive Plan; and
- 2) The rezone will not adversely affect the public health, safety or general welfare; and
- 3) The rezone is warranted in order to achieve consistency with the Comprehensive Plan; and
- 4) The rezone will not be materially detrimental to uses or property in the immediate vicinity of the subject rezone; and
- 5) The rezone has merit and value for the community.

This comprehensive plan amendment would rezone all low density residential parcels currently zoned less than R-24 (i.e., R-4, R-6, and R-8) to R-24 from Fremont Avenue to the west of Aurora and east to Ashworth Avenue North, with the southern boundary being North 145th Street and the northern boundary North 205th Street. Fremont and Ashworth are 0.25 miles away from the Rapid E bus line and the Interurban Walking/Biking Trail. Walkability to mass transit is considered to be between 0.25 to 0.33 miles, this area would satisfy this standard in that not all local streets in this area are through streets to Aurora Avenue North, necessitating routes that include a slightly longer walk than 0.25 miles. (see attached map).

The streets serving the existing single-family zoned parcels per the Transportation Master Plan are insufficient to support R-48 projects, however, they are sufficient to support R-24 redevelopment. Additionally, the comprehensive housing strategy recommends all land use proposals have as little impact as possible upon infrastructure (e.g., utilities and streets), this proposal would conform with this policy goal.

Shoreline Municipal Code governs the density allowed per street classification. The attached Street Classification Map from the Transportation Master Plan shows that the majority of the proposed R-4, R-6, and R-8 parcels are served by primary or secondary local streets – two spot rezones in the proposed area

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changed the zoning to R-24 as the street infrastructure supported this density but not R-48 (see the staff analysis for the requested rezone at R-48).

Many MUZ, RB, and CB zoned parcels are negatively impacted by the R-4, R-6, and R-8 zoned parcels directly adjacent to them. A rezone of all single-family density as identified on the Comprehensive Land Use Map (see attached) would remove certain restrictions in the transition areas. The Shoreline Development Code would be amended as follows:

20.50.021 Transition areas.

~~Development in commercial zones NB, CB, MB and TC-1, 2 and 3, abutting or directly across street rights-of-way from R-4, R-6, or R-8 zones shall minimally meet the following transition area requirements:~~

~~A. From abutting property, a 35-foot maximum building height for 25 feet horizontally from the required setback, then an additional 10 feet in height for the next 10 feet horizontally, and an additional 10 feet in height for each additional 10 horizontal feet up to the maximum height of the zone. From across street rights-of-way, a 35-foot maximum building height for 10 feet horizontally from the required building setback, then an additional 10 feet of height for the next 10 feet horizontally, and an additional 10 feet in height for each additional 10 horizontal feet, up to the maximum height allowed in the zone.~~

B. Type I landscaping (SMC 20.50.460), significant tree preservation, and a solid, eight-foot, property line fence shall be required for transition area setbacks abutting ~~R-4, R-6, or R-8~~ R-24 zones. Twenty percent of significant trees that are healthy without increasing the building setback shall be protected per SMC 20.50.370. The landscape area shall be a recorded easement that requires plant replacement as needed to meet Type I landscaping and required significant trees. Utility easements parallel to the required landscape area shall not encroach into the landscape area. Type II landscaping shall be required for transition area setbacks abutting rights-of-way directly across from R-4, R-6 or R-8 zones. Required tree species shall be selected to grow a minimum height of 50 feet.

Removing the setbacks positively affects developers of the MUZ, CB, RB, and TC parcels in that:

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Recovery of floor space from setback requirements improves their return on investment (ROI). Multi-family residential projects revenue is dependent upon the total square footage of the project, setbacks reduce the revenue anticipated.

Developers also have reduced ROI when maintenance expenses are higher when the setbacks require additional maintenance (the creation of small porches and recesses demand extra attention to maintain the building). The removal of transition area setbacks would address this cost problem.

The negative impact upon ROI for developers of MUZ, CB, RB, and TC affected by transition setbacks creates a barrier for redevelopment of these parcels along the Aurora Corridor, the proposed comprehensive plan amendment would remove this barrier.

Retention of the 8' fencing and landscaping requirements would reduce the impact of the size and scale of MUZ, TC, RB, and CB projects and is consistent with development code for projects outside of the transition zones.

DISCUSSION:

MUZ zoning adjacent to single-family residential zones require setbacks in the height of the building envelope. The subsequent reduction in floor space adversely affects multi-family projects in that the reduced floor space leads to a reduction in the return on investment for the lifetime of the project. Furthermore, the step backs create higher maintenance costs for the lifetime of the project. These two factors reducing revenue and increasing maintenance expenses discourage the redevelopment of parcels zoned MUZ along the Aurora Corridor.

MUZ projects are eligible for parking reductions under King County policy because of the availability of transit. Rezoning the single family areas in the Aurora Corridor would leverage additional area to capitalize on multi-modal transit (i.e., the Rapid E bus lines and biking on the Interurban Trail) for townhouses.

The modest increase in density to R-24 should increase ridership on the Metro Bus Rapid E line, the area proposed for rezone is one-quarter of a mile (up to one-third of a mile for those dwellings that do not have access to a through street to

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Aurora Avenue North). This distance is considered walkable. Additionally, the City of Shoreline has many pedestrian and bicycle projects in the proposed rezone area, the modest increase in density would leverage this investment in promoting more pedestrian walking to catch the Rapid E.

The Rapid E Line is faster than the former Route 358, as well as the fact there are more frequent trips. An increase in ridership would leverage the investment King County, Metro, the State of Washington, and federal government have made in improving this line.

Per the Transportation Master Plan, Route 358/Rapid E is the most utilized mass transit option for the City of Shoreline. Route 358/Rapid E on Aurora Ave North (south to Downtown) has the highest ridership in Shoreline

358 Metro Transit

Scheduled Daily Trips	156
Peak Daily Trips	2,361
Off-Peak Daily Trips	1,521
Night Trips	544
Weekend Trips	5,815
Growth 2007-2010	1%
Shoreline Bus Trips	39%
Shoreline Ridership	49%

SOURCE: 2011 Transportation Master Plan

Because of the small parcel sizes (and subsequently smaller footprint), the rezoned areas should not exceed R-24 to minimize the impact of increased height upon the single family homes within the Aurora Corridor. SMC 20.40.40 defines medium density as: B. The purpose of medium density residential, R-8 and R-12 zones, is to provide for a mix of single-family homes, duplexes, triplexes, townhouses, and community facilities in a manner that provides for additional density at a modest scale.

APPLICABLE COMPREHENSIVE PLAN GOALS

Goal LU I: Encourage development that creates a variety of housing, shopping, entertainment, recreation, gathering spaces, employment, and services that are accessible to neighborhoods.

The proposed amendment would allow redevelopment of single-family homes or as townhouses.

Goal LU II: Establish land use patterns that promote walking, biking and using transit to access goods, services, education, employment, recreation.

Goal LU V: Enhance the character, quality, and function of existing residential neighborhoods while accommodating anticipated growth.

The Aurora Corridor has long been identified by the City of Shoreline as an area for growth.

LU2: The Medium Density Residential land use designation allows single-family dwelling units, duplexes, triplexes, zero lot line houses, townhouses, and cottage housing.

The proposal would allow all of the above in creating options for more affordable, owner-occupied residences.

Goal H V: Integrate new development with consideration to design and scale that complements existing neighborhoods, and provides effective transitions between different uses and intensities.

The proposed rezone would provide a less drastic transition between the Town Center and MUZ zoned parcels along the Aurora Corridor.

Goal T II. Develop a bicycle system that is connective, safe, and encourages bicycling as a viable alternative to driving.

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The attached bicycle system plan and bicycle improvement project maps demonstrate that a modest increase in density and housing choices will leverage the investment in the bike system.

Goal T III. Provide a pedestrian system that is safe, connects to destinations, accesses transit, and is accessible by all.

The pedestrian system and pedestrian project maps show how a modest increase in density and housing choices will increase utilization transit by increasing the population density along the Rapid E line.

Goal T V. Protect the livability and safety of neighborhoods from the adverse impacts of the automobile.

The proposed rezone should reduce reliance upon privately owned automobiles being utilized to use the bus or walk/bike to retailers along the Aurora Corridor.

Goal T VI. Encourage alternative modes of transportation to reduce the number of automobiles on the road, promote a healthy city, and reduce carbon emissions.

Providing modest density to encourage more people to walk or to the bus, walk to retailers along the Aurora Corridor would meet the above goal.

TRANSPORTATION MASTER PLAN GOALS AND POLICIES

Goal T II: Work with transportation providers to develop a safe, efficient and effective multimodal transportation system to address overall mobility and accessibility. Maximize the people-carrying capacity of the surface transportation system.

The modest increase in density and housing choices will increase the number of people living within a walkable distance of the Rapid E Line.

Policy T1: Make safety the first priority of citywide transportation planning and traffic management. Place a higher priority on pedestrian, bicycle and automobile safety over vehicle capacity improvements at intersections.

The modest increase in density and housing choices will increase the number of people living within a walkable distance of the Rapid E Line and close to the Interurban Bike Trail.

Policy T2: Reduce the impact of the City's transportation system on the environment through the use of technology, expanded transit use and nonmotorized transportation options.

The modest increase in density and housing choices will increase the number of people living within a walkable distance of the Rapid E Line and bicycle (nonmotorized) path.

10.8. Utilize the Street Classification Map as a guide in balancing street function with land uses. Minimize vehicle through-traffic on local streets. Monitor traffic growth on arterial streets and non-arterial streets and take measures to keep volumes within appropriate limits for each street based upon its classification.

A density increase of R-24 would be within the appropriate limits within the proposed rezone as the majority of these streets are classified as primary or secondary local streets.

10.9. Encourage the use of programs and services that minimize the need to own a car, such as car sharing and increased transit use.

The modest increase in density and housing choices will increase the number of people living within a walkable distance of the Rapid E Line would reduce the need to own a car and increase transit use.

Goal III: Protect the livability and safety of residential neighborhoods from the adverse impacts of the automobile.

The modest increase in density and housing choices will increase the number of people living within a walkable distance of the Rapid E Line would reduce the

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need to own a car and increase transit use. The adverse impacts of the automobile are reduced by this proposed rezone.

Goal T IV: Encourage alternative modes of transportation to reduce the number of automobiles on the road.

The modest increase in density and housing choices will increase the number of people living within a walkable distance of the Rapid E Line would reduce the need to own a car and increase transit use. The numbers of automobiles on the road are reduced by this proposed rezone.

Policy T5: Support and promote opportunities and programs so that residents have options to travel throughout Shoreline and the region using modes other than single occupancy vehicles.

The modest increase in density and housing choices will increase the number of people living within a walkable distance of the Rapid E Line would reduce the need to own a car and increase transit use

BACKGROUND:

A contentious moratorium on RB/MUZ projects directly adjacent to single-family zones was resolved with the creation of set-backs to reduce the impact of building height in 2009. The majority of the parcels affected by this policy lie within the Aurora Corridor. The City of Shoreline invested in the Aurora Corridor and the Interurban Trail to facilitate development. King County invested in the Rapid E bus line to improve the commute to and from Downtown Seattle.

A spot rezone in the proposed area has been approved previously for R-24 at 16520-16522-16526-16530-16532 Linden Avenue North (Ordinance 499) , a complete analysis by the City of Shoreline Community Planning Services staff can be found here: <http://www.shorelinewa.gov/home/showdocument?id=8009>

Key Points from this rezone are:

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The purpose of R-24 and R-48 zones, as set forth in Shoreline Municipal Code 20.40.030, is to "provide for a mix of predominately apartment and townhouse dwelling units and other compatible uses."

Under SMC 20.30.060, a rezone is Type C action, decided by the City Council upon recommendation by the Planning Commission. The decision criteria for deciding a rezone, as set forth in SMC 20.30.320, are:

- The rezone is consistent with the Comprehensive Plan; and
- The rezone will not adversely affect the public health, safety or general welfare; and
- The rezone is warranted in order to achieve consistency with the Comprehensive Plan; and
- The rezone will not be materially detrimental to uses or property in the immediate vicinity of the subject rezone; and
- The rezone has merit and value for the community.

The R-48 (proposed) rezone proposal is consistent with all of the above Comprehensive Plan Land Use Element Goals and Policies because more intense residential zoning is consistent with the Mixed Use designation and would act as a transition between commercial and lower density residential uses.

However, an R-24 zone (staff recommendation) would allow greater development intensity than the current zoning and be more compatible with the already constructed condo/townhome developments to the south and northwest. The current R-8 zoning category is consistent with the Mixed Use designation; however, the existing detached single-family homes on these sites are not as appropriate a transition to the intense commercial businesses fronting on Aurora Avenue as a multifamily development would be.

R-24 provides a better transition between commercial uses to the east and low-density single-family residential to the west across Linden Ave than does R-8. This section of Linden Avenue, between .N 165th and N 170th, is classified as a local street and should reflect densities that are appropriate for these types of street sections.

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Staff believes the rezone and associated future development will positively affect the neighborhoods general welfare. A rezone to R-24 (staff recommendation), will result in an effective transition from commercial uses on Aurora Ave to high density residential uses to low density residential.

R-8 (current), R-24 (recommended), and R-48 (proposed) zoning maintains consistency with the Mixed Use designation in the Comprehensive Plan. However, as staff reviews the Plan's policies for additional direction, we conclude that the Comprehensive Plan envisions a transition from high intensity commercial zoning along Aurora Ave to lower densities as you transition to the west. The proposal for R-24 meets this long term vision for the area as higher residential densities are expected within this transitioning area and are appropriate between commercial uses and low-density homes.

New development requires improvements to access and circulation through curb and gutters, sidewalks and street frontage landscaping. Allowing this rezone and new development in general improves public health, safety and general welfare

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An increase in additional units envisioned by an R-24 zoning designation is not detrimental to the property in the vicinity because appropriate infrastructure is or will be in place, ***the zoning will provide a reasonable transition between commercial and existing low density residential uses, and new development will provide amenities such as curb, gutter, and sidewalk improvements.***

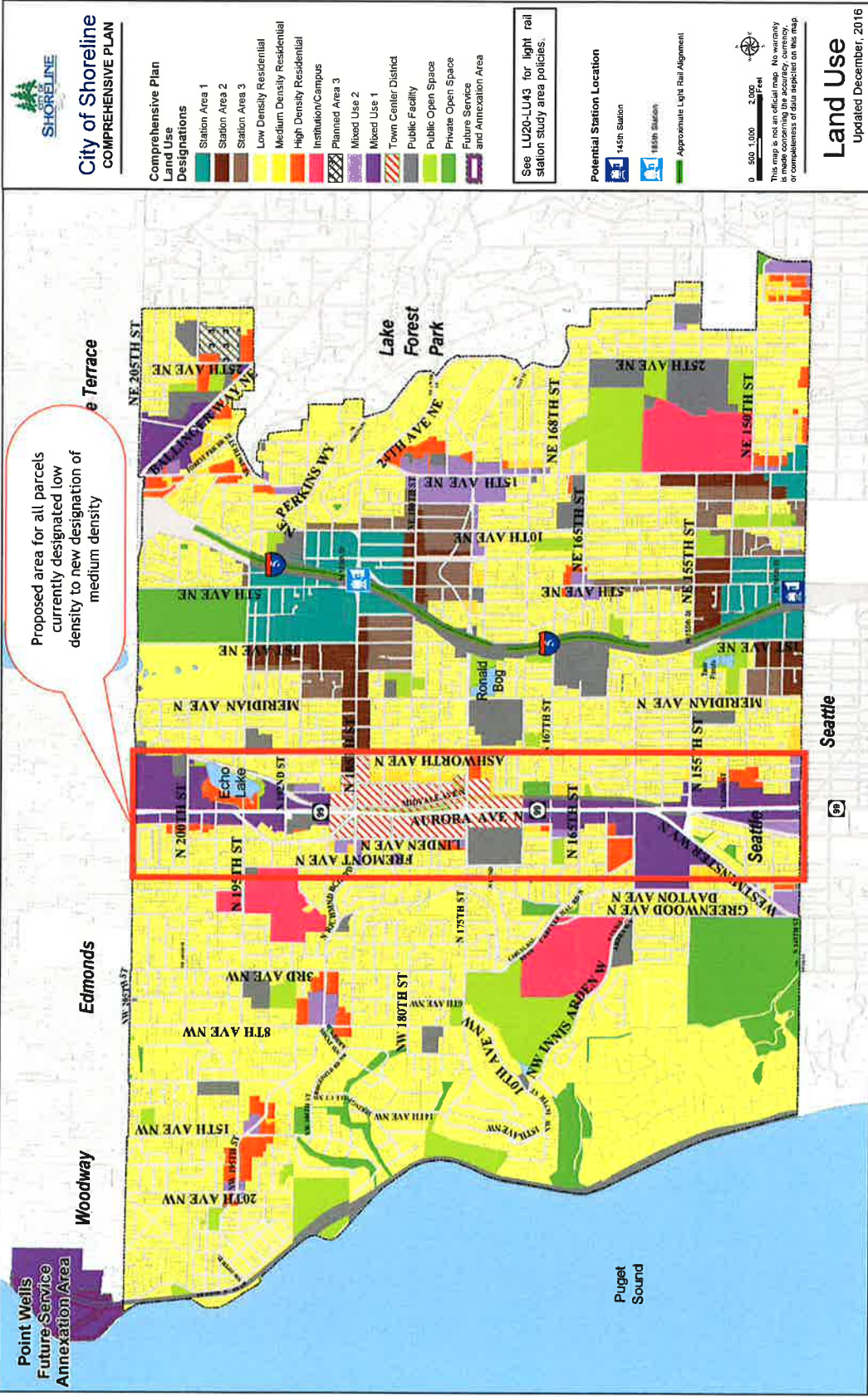
A Second Rezone in the proposed area went before the hearing examiner on November 15, 2017, the recommended zoning for this area once again is R-24. The exact location of this rezone was: 903, 909, and 915 North 167th Street.

<http://www.shorelinewa.gov/Home/ShowDocument?id=33931>

The Department reviewed the proposal and recommends that the rezone be approved. The hearing examiner accepted the conclusion of the Planning and Community Development staff and approved this rezone.

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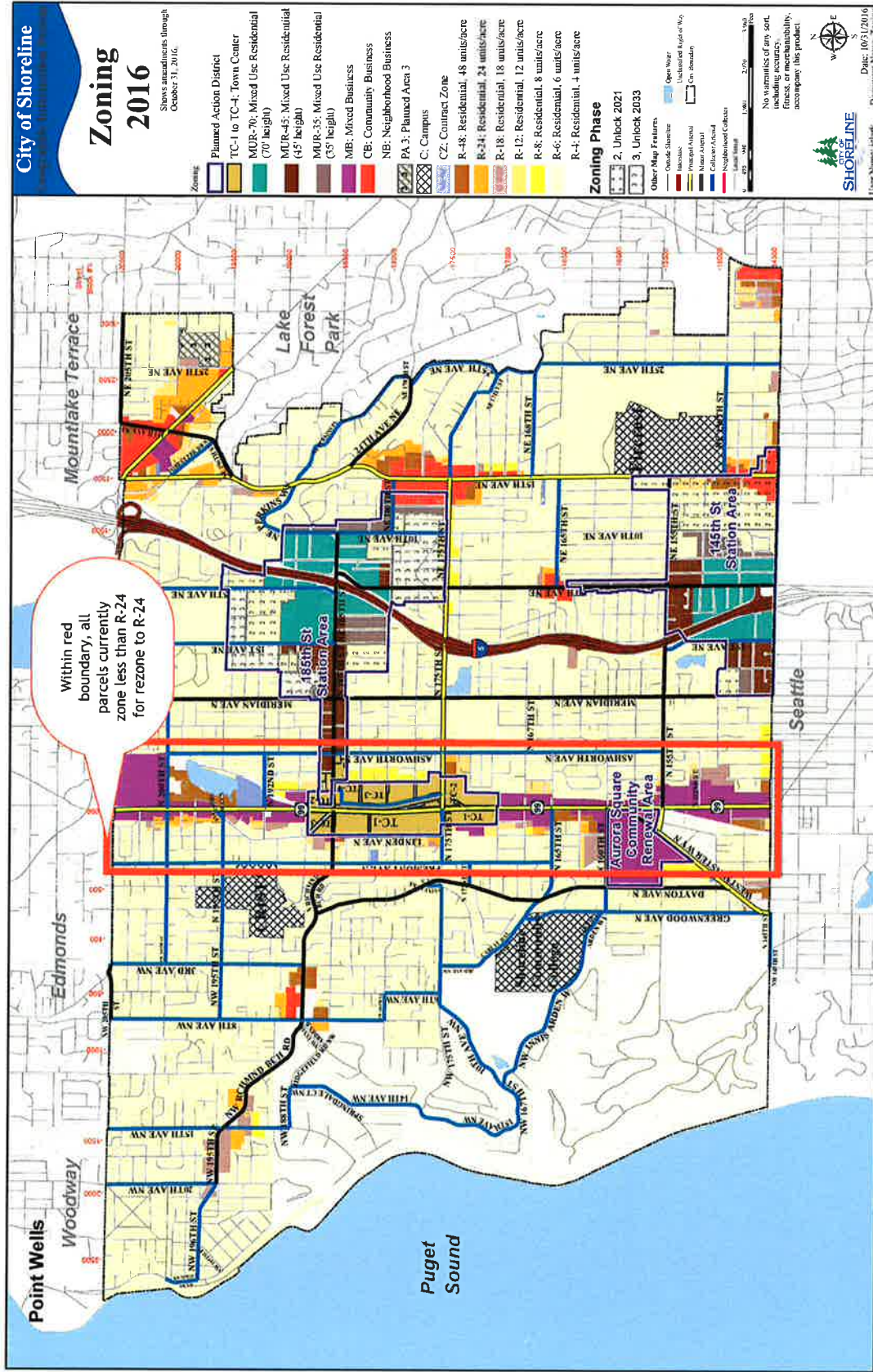
Land Use Designation in Proposed Amendment



Area for change in Land Use outlined in RED

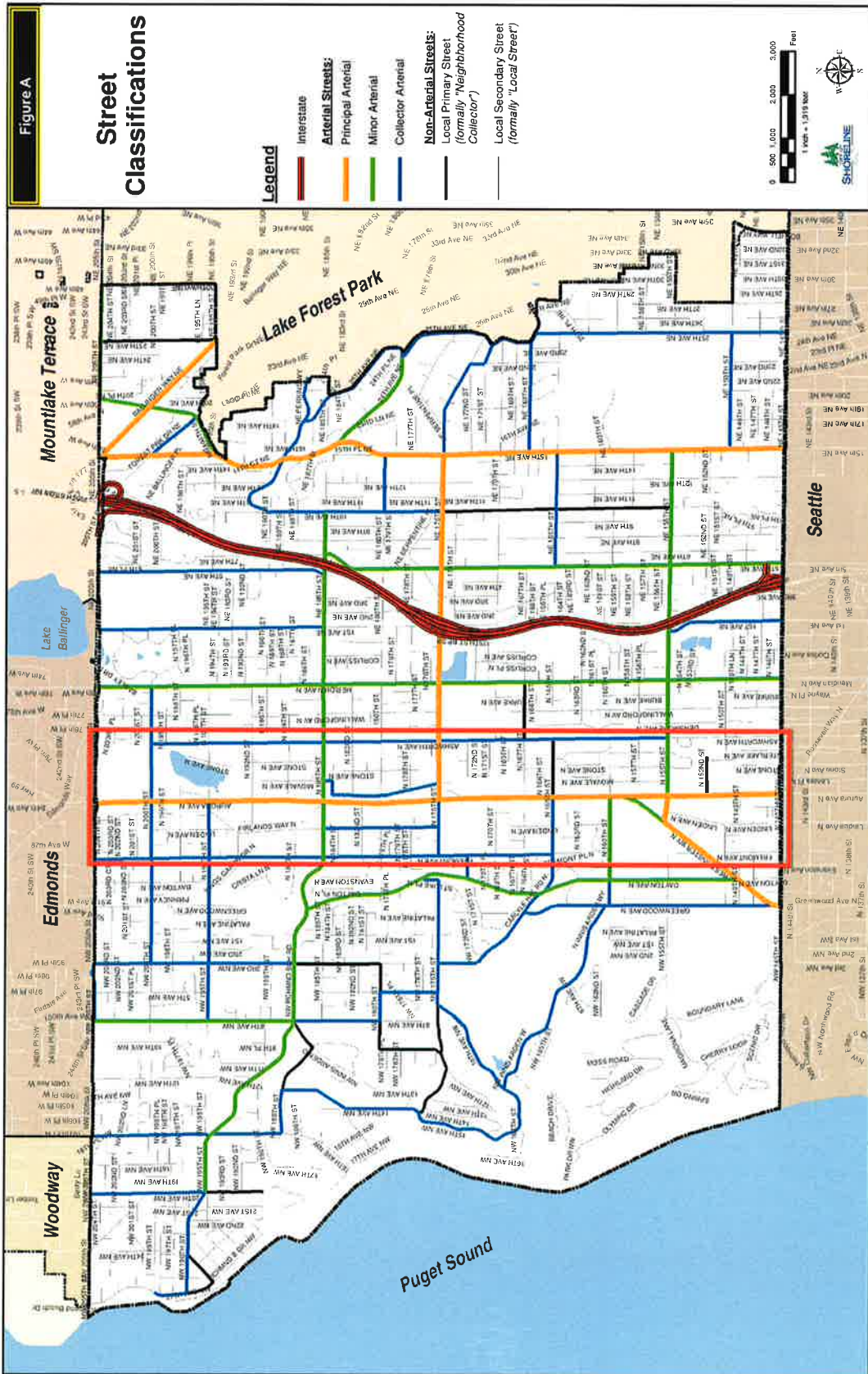
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Zoning change in proposed comprehensive plan amendment

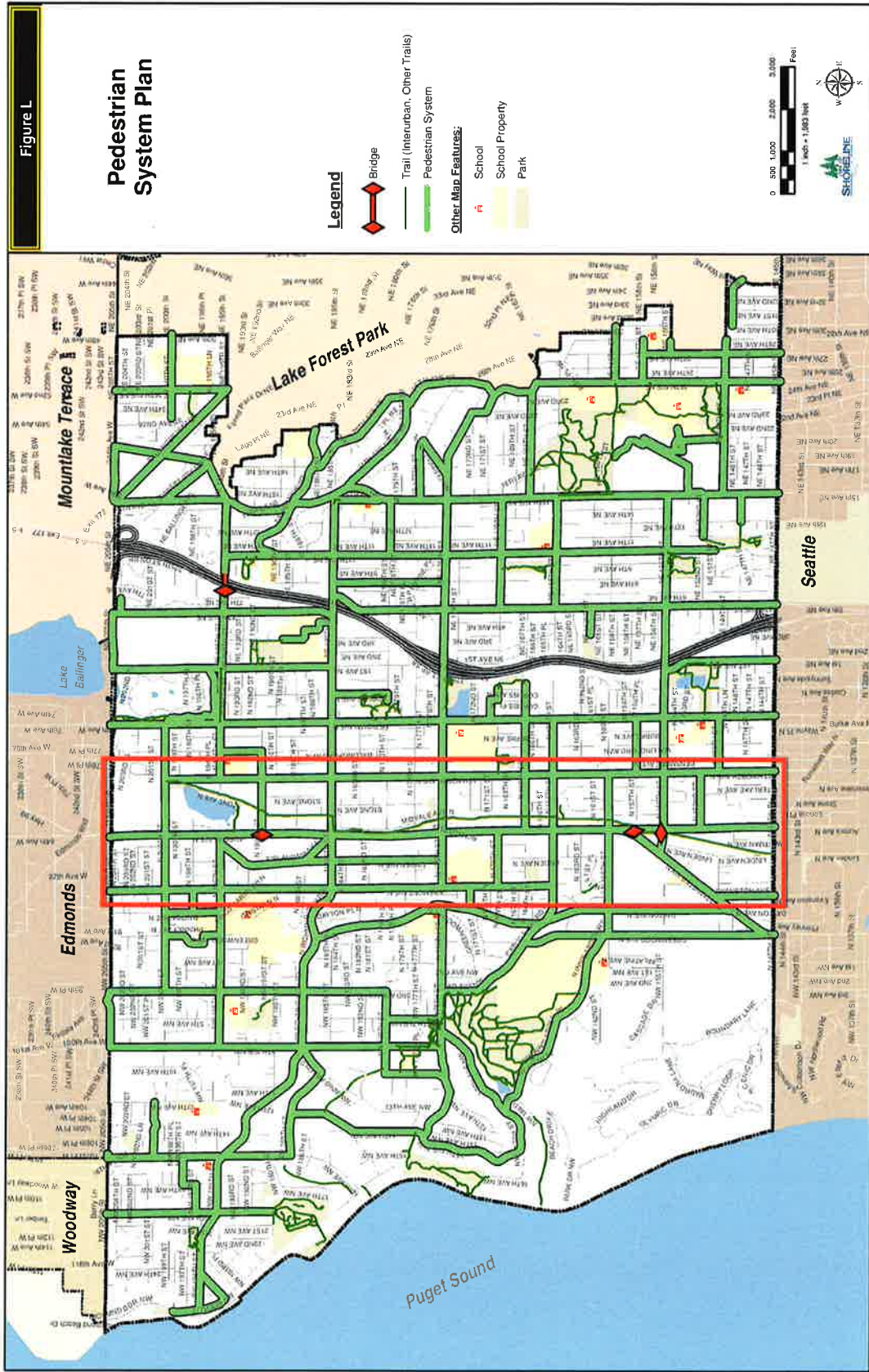


Area for change in zoning outlined in RED

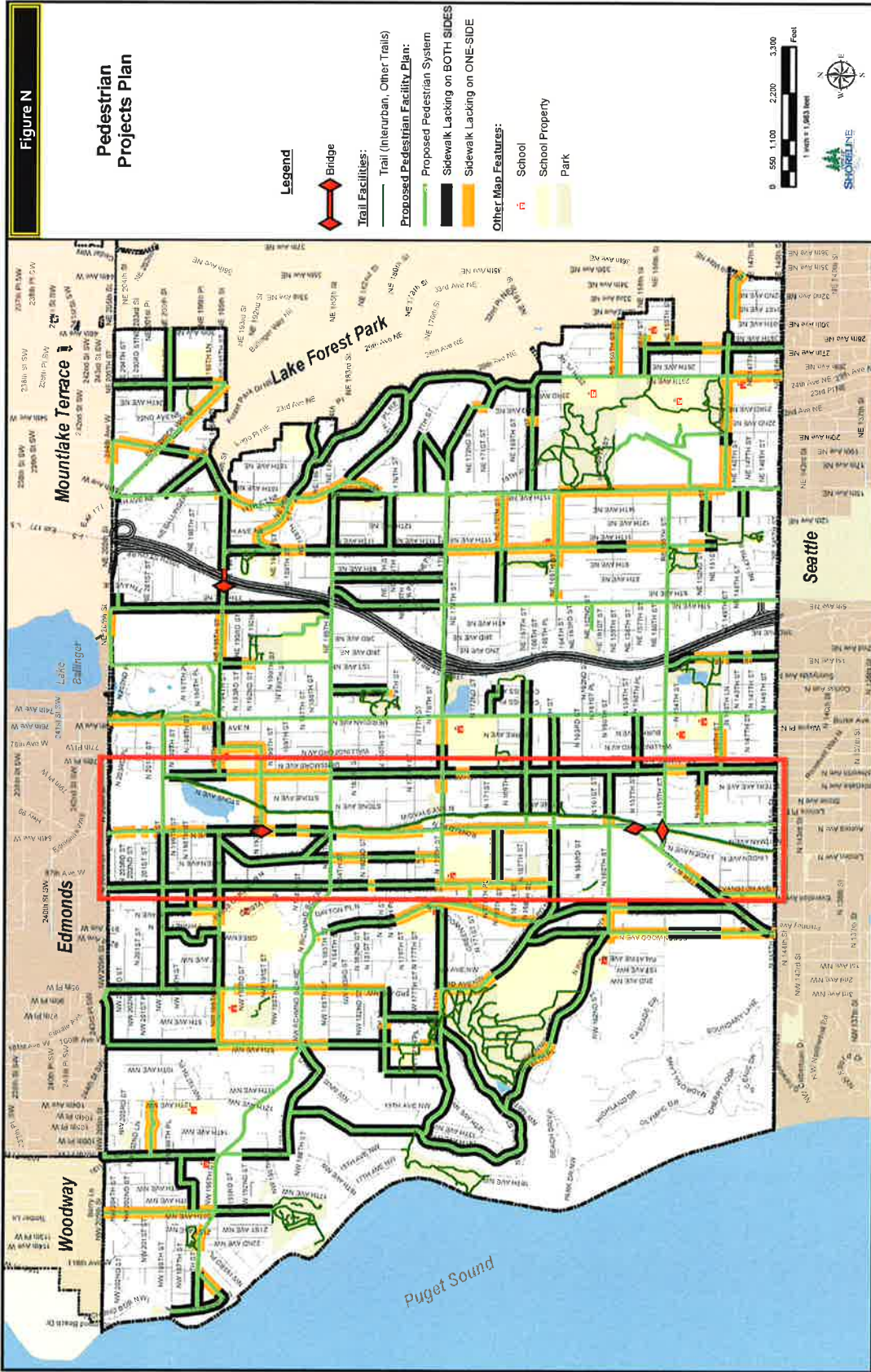
Street Classification in Proposed Amendment



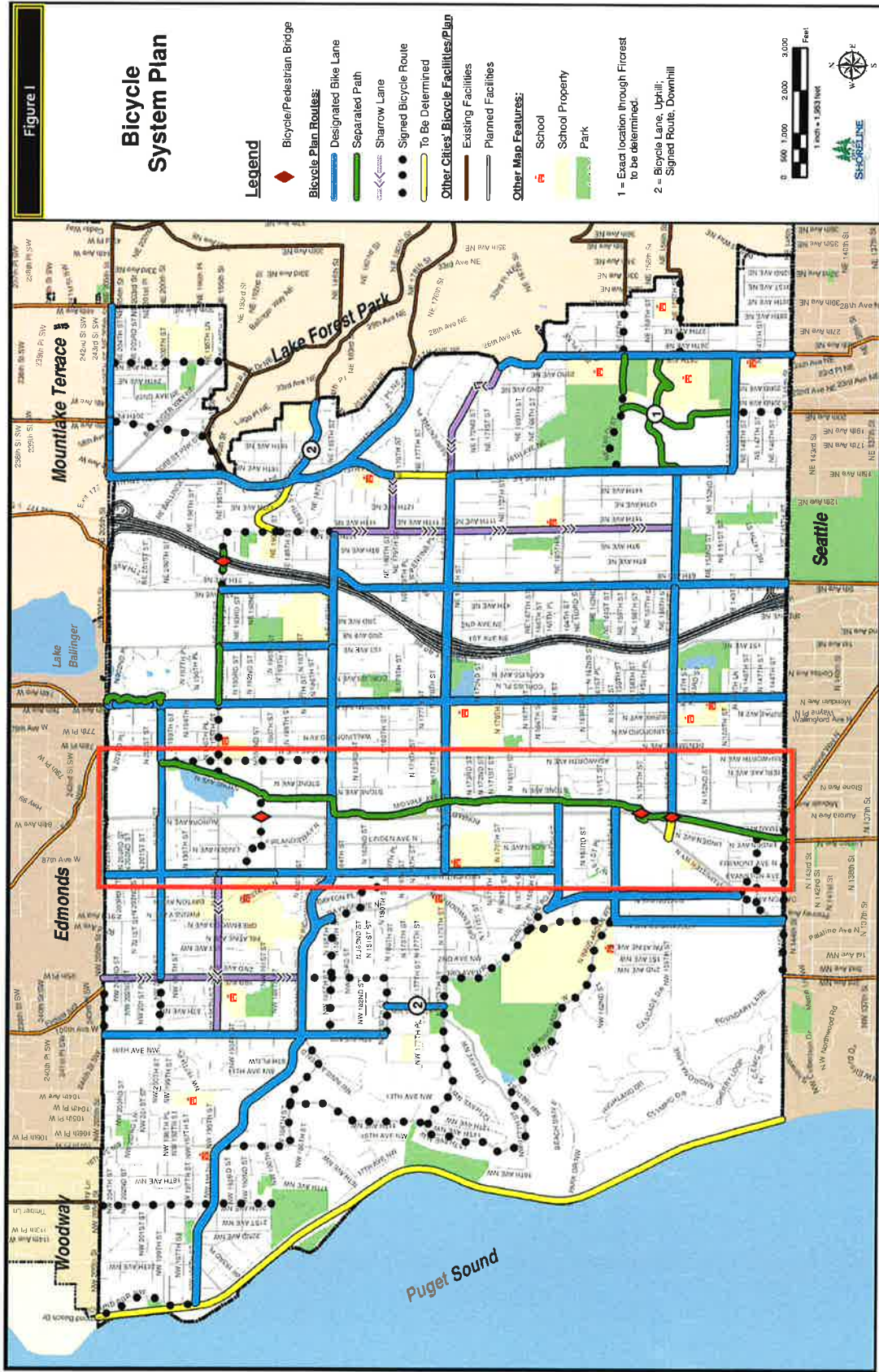
Pedestrian System in Proposed Rezone



Pedestrian Projects in Proposed Rezone



Bicycle System in Proposed Rezone



Bicycle Projects in Proposed Rezone

